

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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Hongkong Daily Press.

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Hongkong, 28th September, 1906. (130)

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Hongkong, 1st November, 1906. (1304)

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HARDWOOD and TEAKWOOD
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Prices exceptionally cheap. Inspection
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Hongkong, 18th October, 1906. (1293)

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1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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Hongkong, 27th August, 1906. (1324)

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Hongkong, 3rd November, 1906. (1334)

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Hongkong, 1st August, 1906. (133)
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112 **S. TANAKA, Manager, Hongkong.**

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UNDERTAKE to Supply a First-class Full Sized BILLIARD TABLE, design
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Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of
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Illustrated price lists giving prices and particulars of everything pertaining to billiards
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Hongkong, 1st April, 1904. (1798-1)

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WHITE HORSE CELLAR
THE UNRIVALLED SCOTCH WHISKY
\$13.00 PER DOZEN.
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a155

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A MONG others are the following:
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CHARGES MODERATE, AND NO EXTRAS.
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Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. (1165)

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a PRIVATE HOTEL on December
1st next. Plans of the above House together
with all Particulars can be seen any day be-
tween 2 p.m. and 7 p.m. on and after the 22nd
instant.
Apply— **Mrs. G. SACHSE,**
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Hongkong, 15th October, 1906. (1917)

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Every Comfort and Convenience for Resident
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HAS been re-opened under European
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All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Honam*) daily to and from
Hongkong, and two steamers to and from Can-
ton, give easy communication with both these
centres.
Cable Address—"Boa Vista."
For Terms, apply
a221 **THE MANAGER.**

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Storerooms will
be Open at 10 a.m. and 4 p.m. daily, Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. (147)

INTIMATION.



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WATER
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WE RECOMMEND OUR CUSTOMER
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DRY GINGER ALE

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LIME FRUIT
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SAMPLE BOTTLES OF WHICH CAN BE OBTAINED
BY OUR REGULAR CUSTOMERS
FREE OF COST.

Both are equally suitable for consumption
during the Winter or Summer Months, and
are Superior in Quality and general get up to
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PRICES:

DRY GINGER ALE \$2.20 Per Doz.
LIME FRUIT CHAMPAGNE 2.20

Per Doz. allowed for all bottles returned
in good condition.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

Hongkong, 2nd November, 1906. [30]

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith,
and letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
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Telegraphic Address: EMAS. Codes: A.B.C. 4th Ed.
P.O. Box, 33. Telephone No. 12.

BIRTH.
On November 9th, at Smith's Villas West
Magazine Cup, the wife of F. E. HERMANN, of a
son.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 10TH, 1906.

What is "news"? An apparently necessary excursion into the region of the obvious, these few notes may yet be of service. There are evidently enough people in Hongkong who require to be instructed on the relations of press and public. Requests to "keep things out of the paper" are familiar in all newspaper offices, and they have been perhaps more frequent here of late than usual; with, we fear, more of disappointment and soreness than is desirable. One recent correspondent makes the remark that certain news "could honestly serve no good purpose, and only satisfy idle curiosity". This is an excellent lead for a discussion of our opening question. Police news, the publication of which interested parties often object to and resent, is obviously to serve a good purpose. The public gets therefrom its knowledge of what is lawful and unlawful, of the penalties for crimes it might commit, and it learns who are wrong-doers and who are therefore to be avoided or at least watched. Political intelligence may not serve, out here, any immediately practical purpose, except as adding to the educational advantages of the people. Commercial information has, of course, its own patent value. Eliminate these items, and the papers would still give

a great mass of what is called "news". What good purpose does this large residuum honestly serve? Is it only to satisfy what the correspondent referred to calls "idle curiosity"? From the point of view of the newspaper, the question presents scarcely any difficulty. The newspaper supplies news to satisfy a demand, and if that demand lacks the most noble of justifications—if it is created by an "idle curiosity"—it is for the public which makes it to offer excuses, not for the journalist. Of course it is easy to understand the attitude of a member of the public who may suddenly and unexpectedly find himself or his friends the cynosure of this "idle curiosity", but has he any reasonable right to expect that a business undertaking, which a newspaper is, should make an exception to a rule of business which he or they had not previously found unpalatable? JOHN DOE reads an interesting newspaper report of a murder, say, in the family of RICHARD ROE, and enjoys it. Not in any offensive way is this meant; he simply is keenly interested in such a story of real life, because it adds to his knowledge of unfamiliar aspects of human nature. His curiosity is an instinct strongly and universally implanted by nature; he can no more help it than the inquisitive antelope can forbear making a nearer inspection of the sportsman's fluttering rag. It may be an idle curiosity; many things in Nature appear to be idle; but we would have more respect for JOHN DOE's scorn of it if it had been manifested before he suddenly found himself in the position of being its object. We took the trouble to explain to one such aggrieved party that the publication or suppression of news was not a matter of editorial whim, but rather a question of fulfilling a contract. An editor, being human, may be full of human sympathy for the friends of RICHARD ROE, in their distress at the tragic event, but with the best will in the world to oblige, and if possible to "spare the feelings of the family", he must not forget that JOHN DOE wants to know all about it, that JOHN DOE has paid him to get the information for him, and that JOHN DOE will complain at once when he finds that his dues are being withheld. It is true that JOHN DOE's curiosity is sometimes too extensive to be gratified, that he yearns to know things that the law or his neighbours' collective good taste have decided shall not be published. That is the limit of editorial discretion; the law and the canons of decency the newspaper must observe and willingly endeavours to observe. But neither of these has so far declared such news as murders, &c., provide to be taboo, the public has decided in favour of its publication; and RICHARD ROE, until his friend either murdered or was murdered, acquiesced. No question was until then raised by him as to its good purpose, and he was mute as to the idleness of the appetite for it. Is it fair that he should demand of a newspaper to make an exception to a rule with which he was formerly content, or that he should reproach its conductors as if the "idle curiosity" were theirs? Such news, to draw a simple illustration, may be said to be equivalent to the supply of pork hanging in a provision store on the sea front. There is a demand for pork; the storekeeper undertakes the supply, and no one dreams of regarding him as anything but a business man engaged in honest trade. But comes suddenly a very seasick passenger, and behold the pork. It has a new and personal meaning for him. In short, it turns his stomach, the mere sight of it. "Put that horrid stuff away," he cries to the storekeeper, and explains his sorry plight. The storekeeper is sympathetic, and would gladly consider the passenger's feelings, but there is a run on pork, and he is compelled to be constantly exposing it to view. We may say that these remarks are prompted by the fact that we have been put in the position of that storekeeper, and have had to suffer a most extraordinary upbraiding from the sick passenger. It is the honest opinion of such a one that not one of our subscribers would clamour for details of events tragic in their nature—and distressing to the concerned. In passing, it should be stated that we are not charged with giving details, but with mentioning that a murder took place in the house of RICHARD ROE, who would apparently find solace in his trouble if we deceived the aforesaid subscribers into believing that the murder was a case of measles. RICHARD ROE persists that the unpleasant truth "might have been easily avoided." We have tried, for the benefit of future applicants, to explain how such matters are not so easy as they may appear to the outsider, and why such favours should not be solicited.

Mr. R. Coughtrie has joined the Volunteer Corps.

The bandit Raisani has been made Pasha of Arrila, an Atlantic port south of Tangier.

There is another royal birthday to-morrow, that of the King of Italy.

Chinese troops are formally taking charge of Nowo-hwang to-day (Saturday) from the Japanese.

The limit of value up to which parcels for the Straits Settlements may be insured will be raised to \$1,200 on 1st January next.

The Association of Lancastrians in China (numbering over 100 members) held its annual dinner at the Shanghai Club on Nov. 2nd.

There seems to be a doubt of the authenticity of the message that the America-Japan trouble in San Francisco has been amicably settled.

Shooting in connection with the Volunteer Rifle Club for the Rifle Association Trophy and Handicap Cups will take place at Tai Hang Range next Saturday, 17th inst.

The following telegram from Manila was received at the American Consulate yesterday:—"11 a.m. The cyclone reported from Yap on the 5th lies at present east of North Luzon, moving north west."

During the month of October there were 234 hours of sunshine. The mean temperature was 81.9 (not) which is above the mean of the last 20 years for October, while the rainfall, only 1.320 inches, was below the mean for the same period.

A Labour Member, in introducing into the Natal Parliament a Bill which has for its object the issuing of trade licences to persons on the roll of electors, said that the Bill aimed at the competition of alien dealers. He pointed out the assembly that a favourable reception of the Bill would revolutionise existing commercial conditions in South Africa.

A telegram to the N.C. Daily News says:—On October 21st, when four days out from Singapore, a fire broke out on the s.s. *Boron Andromeda* (1,825 tons) which is under charter to the Nippon Yusen Kaisha. The seat of the outbreak was discovered to be on the fourth lower deck in the hold, and after two days' arduous exertion on the part of the crew the flames were extinguished. The ship arrived at Yokohama at full speed and the valuable cargo in the fore part of the hold is totally undamaged.

Viscount Aoki, the Japanese Ambassador to the United States, reports that the crew of the "Toyomaru," who were recently arrested at Alaska by the U.S. authorities, have been acquitted from a charge of poaching preferred against them. The U.S. authorities were unable to produce evidence to refute the statement of the master of the vessel that the 35 sealskins concealed on board were obtained outside U.S. territorial waters, and U.S. judicial authorities ordered the Japanese to be released.

Considerable excitement was caused in Manila on November 2nd when it was reported that a Japanese officer, a captain in the engineer corps, was caught in the act of making sketches and plans of the government fortifications in these islands and when searched he was found to be in possession of several drawings and outlines showing the positions of the forts in Cavite and Manila and also designating the possible landings for vessels, throughout the archipelago.

The Hongkong Hotel Co., Ltd. were "at home" yesterday from eleven to noon, in their new private bar in Pedler Street. This is a cosy new room provided by the recent structural alterations, and is intended as an additional convenience "for residents only." A large crowd of patrons and friends called, and Manager Haynes and staff were very busy for an hour receiving congratulations and offering hospitality. The occasion was seized to drink the loyal toasts appropriate to the day, with cheers and the inevitable "tiger." The khaki uniform was very conspicuous. Before the crowd dispersed, the popular hotel manager and the establishment were also well toasted.

On October 30th at Singapore, Captain Hainsworth of the s.s. "Hong Bao" and Dr. van Dort, medical officer of the same steamer, were charged with having failed to make a true declaration to the Port Health Officer as to the death of a passenger on board the steamer, and that they disobeyed the rules of the prevention of Disease Ordinance. The passenger was a coolie who died of cholera. The captain was discharged. The doctor, who admitted a mistaken diagnosis, was fined \$10, the magistrate remarking that he believed the accused knew all the time that it was cholera. The *Free Press* comments strongly on the lightness of the penalty, remarking, "for the basest of motives—avoidance of the payment of money—the health of the community is endangered. It is a most serious case."

The following programme of music will be played at to-morrow's Fête in the compound of the Roman Catholic Cathedral by the MacMahon's String Band:—
March: "Semper Fidelis"
Overture: "Catch of the Season"
Selection: "Il Barbiere di Siviglia"
Valse: "Florence"
Cake Walk: "Aeona"
Barra Dance: "Happy Darters"
By the Band of the Royal West Kent Regiment.

March: "Die Kaiser Brigade"
Overture: "Foot and Poignant"
Supper Selection: "The Song of the Lark"
Song (Cornet Solo): "Sing me to sleep"
Valse: "Gold and Silver"
Capriccio: "Blossoms"
Selection: "Carmen"
Bis: Grand March "Pomp and Circumstance" Elgar

Great Britain and France have signed definitively a convention which was concluded in February in respect of the Anglo-French protectorate of the New Hebrides Island, Oceania.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinance passed by the Legislative Council:—Ordinance No. 15 of 1906.—An Ordinance to amend the Prepared Opium Ordinance, 1891.

Describing the recent heat-wave, one of the London papers reported that "in London over a dozen cases of mosquito bite have been treated at the hospitals, and dozens more have been dealt with by local doctors." The *Japan Chronicle* remarks that in the east faith healing is usually adopted in such cases.

The Marquand concert party have returned from Canton, where they gave a well attended performance at the Club. They will give their farewell concert in the drawing room of the Hongkong Hotel on Monday next with a complete change of programme and a few requests. Tickets at \$1.00 on sale in the hotel and by the Robinson Piano Co.

On the 21st of September the funeral took place at Nantes of Captain Baugouin, the late Military Attaché to the French Legation at Tokyo, who, it will be remembered, was sentenced to imprisonment during the recent war for divulging military secrets. According to *Le Petit Parisien* the remains were taken to Nantes for burial from Annecy, but the cause of death is not stated.

A Service paper states that the War Office intends to teach officers to cook. Whereon the *Singapore Free Press* has the following jeu d'esprit.

There was once a cavalry colonel
Who cooked in a way so infamous
That the hardest private
Could barely survive it,
So great was the anguish intended.

A telegram has been received in Singapore from London giving the information that the Court of Arbitration sitting re the liability of the government to pay over \$391,000, being the balance of Revenue Account for the half year ending 30th June, 1905, to the company, has completed its sittings. (It has been remarked by one who is actively interested that considering that this money if due at all, was due in October, 1904, shareholders would doubtless like to see the government forced to pay interest on the unpaid balance.)

A singular notice was heard at the Bow County Court, in which a baby sued, through her father, as next friend, to recover 225 damages for a pain-broker, for failing on her while intoxicated and carrying her under the baby's nose was put out of joint, and had to be medically attended. Counsel (to doctor):—Rabies' noses change in the course of time, don't they?—Oh, yes, His Honour Judge Emly said he was satisfied that defendant did cause the injury, and it was a serious matter for a "young baby girl." There would be judgment for £17, with costs.

The *Japan Chronicle* remarks:—Further discussion of Japan's supremacy in Korea is futile; but foreigners—on behalf of the Koreans—should see that the Japanese methods of administration are a just, and that the Koreans are "protected" by deed as well as by name. We have repeatedly reproduced in our columns reports of incidents happening in Korea which reflect no credit upon the Japanese authorities and it is not until such incidents are made impossible that Japan's protectorate—or annexation—can be approved of. But its actual existence must now be admitted, though the methods employed may not be all that could be desired, and the hopes of our Seoul contemporary that intervention by the Powers is inevitable are, we think, doomed to disappointment.

Captain Harry Smith, of the O. and O. liner "Doric," left San Francisco about a fortnight ago for Liverpool, having been ordered by the White Star Company to return to the Atlantic service. He ranks third or fourth in the list of White Star commanders, and is, therefore, expected to be placed in command of one of the best liners of that big company. For the past eleven years Captain Smith has commanded the "Doric," plying between San Francisco and Hongkong. He came out from Liverpool in command of the "Doric," in fact, and has been continuously in charge of the steamship ever since. He was formerly on the White Star steamers "Cadic," "Georgic" and "Britannic," in the Atlantic. He has made his home in San Francisco ever since being in the Pacific service. Captain Smith has been regarded as a good and safe commander, and his record is a good one.

A communique issued by the war office notifies that Colonel Hannett has been struck off the army list. Those upon whom a vote of censure has been passed are:—Colonel Dewar-Colones, Swire, Major Amery, Major Long, Major Reynolds, Captain Hunter, Lieutenant Morgan. Those who are to lose seniority in rank in the army are:—Captain Huntman, Captain Jackson, Captain King, Lieut-Col. Morgan, Major Walton Lion, Douglas-Jones, Lieutenants Forsyth, Grant and Lumard are compulsorily retired. Colonel Hipwell is also retired, and his enforced retirement involves a loss to him of the pay to which he would have been entitled for good service. The decisions of the army council alone referred to were duly carried out at Aldershot, where all men stationed there were duly paraded and Mr. Haldane's decision was read out to them. Those thus disgraced also forfeit all decorations with which they had formerly been honoured whether for good conduct or for services on the field.

It is notified that on and after 1st December next letters addressed to the Straits Settlements may be insured under the regulations in connection with the International Agreement for the Exchange of Insured Articles.

Colonel Charles Ellison Bates, on the retired list of the Bengal Staff Corps, who died at Carlton, Beds, on September 24th, in his 68th year, served throughout the campaign of 1860 in China, including the action of Sihao, the taking of Tientsin, the capture of the Taku Forts, and the surrender of Peking (medal with two clasps).

It is notified in the *Gazette* that His Excellency the Governor has been pleased to establish under Section 12 (d) of the Prepared Opium Amendment Ordinance, 1906 (Ordinance No. 15 of 1906), the godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, situate at Kowloon, as a bonded warehouse for the use of dealers in morphine and compounds of opium imported for exportation and not for use or sale in the colony.

Vessels coming from the north have encountered strong gales and heavy seas during the past week. The steamer *Indra*, which has been employed as an emigrant ship running between China and South Africa, but has now, we understand, been released from charter, was expected to reach here last Sunday or Monday from Chingwa. Some anxiety was beginning to be felt concerning her, but news has now been received that she reached Manila on Thursday night.

The steamship "Manchuria" was put in charge of United States Marshal Hendry under an attachment placed by the Pacific Commercial Cable Company for \$300,000 for the services of the cable company's steamer "Restorer" in towing the *Manchuria*. It was alleged that the "Restorator" constantly towed the "Manchuria" at great risk to the "Restorator" from August 20th, the day the "Manchuria" went aground, until September 16th, the day she was floated. Pay was also demanded for the services of the "Restorator" in towing the *Manchuria* to Honolulu, after she was floated. The libel alleged that the "Manchuria" is worth \$1,000,000 and that she had a cargo valued at \$200,000.

A Peking dispatch states that a censor has recently memorialised the Throne on the subject of the proposed reforms and amongst his suggestions is one in which he strongly recommends the employment of qualified foreigners, experts in their respective professions, some as advisers to the Imperial Government and others as instructors and teachers of the Chinese. He points out that, herself possessed amongst her sons, at present only a few men having the necessary qualifications and what is of more importance, the experience requisite for such work. The memorialist cites as precedents Russia, Sweden and other countries during the period between the 15th and 16th centuries when Englishmen, Scotchmen, Germans and others were engaged as advisers and instructors of officials and people.

Major-General William Spencer Cooper, colonel of the 19th Princess of Wales's Own (Yorkshire Regiment), died on October 1st in London at the age of 80 years. Entering the army in June, 1843, he became lieutenant in 1845, and served with the 18th Royal Irish throughout the Burmese campaign of 1852-3, taking part in the capture of Rangoon and Pegu and other minor affairs. He obtained the medal with clasp for Pegu. He was gazetted captain in January, 1855. He afterwards served in the Indian mutiny campaign, for which he held the medal. In 1858 he served as assistant quartermaster-general to the expeditionary force on the Euzefai frontier under Sir S. Cotton, and in the same capacity with the expeditionary force in the Waziri country under Brigadier-General Chamberlain in December, 1859 (medal with clasp). He was gazetted major in May, 1865, lieutenant-colonel May, 1867, colonel April, 1872, and major-general October, 1882. From 1885 to 1888 he commanded the first infantry brigade at Aldershot. He was appointed colonel of the Yorkshire Regiment in September 1902.

APPOINTMENTS.

The following appointments are notified in the *Gazette* published yesterday:

His Excellency the Governor-in-Council has been pleased to appoint Arthur Chipman to be Secretary to the Commission instituted for the purpose of conducting an enquiry into certain matters set forth in Government Notification No. 390 of the 10th May, 1906, in succession to Cyril Francis Wogan Bowen-Rowlands, on leave, with effect from the 1st instant.

With reference to Government Notification No. 837 of the 5th October, 1906, His Excellency the Governor has been pleased to appoint the undermentioned to be members of the Committee for the Wong-nai-chong and Queen's Recreation Grounds:—

Military Representative: Major H. J. Kelsall, R.G.A., vice Capt. I. R. S. Shinkwin, A.S.C.; Golf Club representative: Mr. D. B. Murray, vice Mr. C. M. G. Burnie.

It is hereby notified that His Honour Sir Francis Taylor Pigott, Knight, Chief Justice, has by Commission signed by him, appointed Robert Henry Arthur Craig, Esquire, Assistant Superintendent, Victoria Gaol, to be a Commissioner to administer oaths and take declarations, affirmations, and attestations of honour in the Court, so long as he shall hold the said Office of Assistant Superintendent of Victoria Gaol as aforesaid.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].
LORD CURZON PLACED.

LONDON, November 9th.
The Rt. Hon. Sir Henry Mortimer Durand, British Ambassador at Washington, resigns spring [resigns in the spring?]. It is expected that Lord Curzon will succeed him.

BIRTHDAY HONOURS.

LONDON, November 9th.
Baron Sandhurst, formerly Governor of Bombay, Sir Arthur Kekewich, Chancery Judge, and Mr. Samuel Smith, M.P. for Flintshire, have been made Privy Counsellors.
Jones [Major-General, commanding troops?] Singapore, and Henry Norman, author and traveller, have been knighted.

PRESIDENT AT PANAMA.

LONDON, November 9th.
President Roosevelt is visiting Panama.

[REUTER'S SERVICE.]

THE DUKE OF CONNAUGHT.

LONDON, November 7th.
The Duke of Connaught will start in December on an unofficial visit to India and on an official tour to Ceylon and Hongkong.

The Duchess will accompany the Duke of Connaught on his visit to the Far East.

THE CHINA ASSOCIATION.

LONDON, November 7th.
At the dinner of the China Association, Mr. Gurdley, presiding, said he was convinced that the policy of the Chinese was to drive a wedge here, and loosen a brick there, until they gained full control of the Customs, hence the Association's active protest. Japan had given proof of her good intentions by the opening of Dalay to trade. Sir Ernest Satow emphasised the extreme difficulty of the position of the British tribute to the admirable assistance he had received from the loyal and zealous servants of the British Government.

THE GOVERNORSHIP OF NEW YORK.

LONDON, November 7th.
Mr. Hughes was elected Governor of New York by a majority of 55,000. [?]

THE STRAITS SETTLEMENTS.

LONDON, November 7th.
Letters Patent including Labuan in the Straits Settlements have been gazetted.

HIS EXCELLENCY THE GOVERNOR.

YESTERDAY'S BULLETIN.

The following bulletin was issued yesterday morning:—
"Government House, 10.40 a.m.
"His Excellency the Governor is slowly improving. Complete rest will be required for at least a week to come.
"No further bulletin will be issued for the present."
J. M. ATKINSON, M.D."

RISE IN DOLLARS.

The inconvenience and hardship experienced at Hongkong in consequence of the progressive rise in the official valuation of the dollar are the subject of a comment by Mr. Labouchere in a recent issue of "Truth." He says:—"A non-commissioned officer serving in the colony tells me that he is now receiving in the rank of sergeant about the same number of dollars by way of pay as he received when he first went out a few years ago in the rank of corporal, and apparently it will not be long before he receives less, for it has just been officially notified that the rate of exchange for the current quarter will be raised from 2s. 1d. to 2s. 2d. The official theory, presumably, is that the purchasing power of the dollar remains fixed, while its exchange value in English money rises; but this is emphatically denied by the parties concerned, and from instances given, it seems clear that the rise in the exchange value of the dollar is accompanied by a corresponding rise in the local prices. Unless the authorities can disprove this, they ought to be paying more dollars instead of fewer, for the coin is really depreciating in the local market, whatever may be the case in the relation to English currency."

CUSTOMS HOUSES IN NORTH MANCHURIA.

RUSSIA'S CONDITIONAL AGREEMENT.

An official dispatch which reached the Japanese Government on Oct. 30th stated that M. Pokotiloff, the Russian Minister at Peking, had replied to the Chinese Government stating that Russia would agree to the establishment of Customs Houses in North Manchuria on condition that a free trade zone of 100 Chinese miles on Russo-Chinese frontier should be marked out, and that Customs Houses should be established on the frontier between China and Korea. The decision as to the sites of the proposed Customs Houses and the date of opening will require further negotiations.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Panna. Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

SUNDAY, the 11th November, being the Anniversary of the BIRTHDAY of His Majesty VICTOR EMANUEL III, KING OF ITALY, Mr. DE SZENTMAYR DE DARVANTO, Acting Consul for Austria-Hungary, in charge of the Italian Consulate General, will receive at the I. & R. Consulate for Austria-Hungary, Prince's Building, 100 House Street, from 11 a.m. to 1 p.m.

Hongkong, 10th November, 1906. [2973]

A. S. WATSON & CO., LIMITED.

NOTICE.

WE BEG TO NOTIFY our Customers and the Public generally that large REDUCTIONS have been made in our prices to adjust them to the Rate of Exchange now ruling. These reductions will continue in force until the 15th November, 1906, and the discount of 5% heretofore allowed will cease as from that date.

A. S. WATSON & CO., LTD., HONGKONG DISPENSARY, Established A.D. 1841.

Hongkong, 10th November, 1906. [2974]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR," Captain A. E. Gault, will be despatched for the above Ports on WEDNESDAY, the 14th inst. at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 10th November, 1906. [2975]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undred after the 12th Nov. will be subject to sale.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 9th November, 1906. [2975]

ST. JOHN AMBULANCE ASSOCIATION.

CLASSES are being formed for LADIES in the subjects of "FIRST AID" and "HOME NURSING," and it is hoped to commence at the end of this month. The Hon. Dr. ATKINSON will lecture at the Victoria Hospital, Barker Road, and Dr. KOGI, will lecture at St. PAUL'S COLLEGE. Names should be sent in at once to the undersigned.

FRANCIS CLARK, Hon. Secretary.

"Braeside," Macdonnell Road.

Hongkong, 8th November, 1906. [2966]

EDUCATIONAL.

ENGLISH LADY desires Morning Engagement. Usual English Subjects and French.

Apply—Care of "Daily Press" Office.

Hongkong, 20th October, 1906. [1297]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady. Apply by letter to—B. R.

Care of Office of this Paper.

Hongkong, 16th August, 1905. [1577]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and report on the following matters, viz.—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1905, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN-ROWLANDS, Secretary.

Hongkong, 7th July, 1906. [1381]

ENTERTAINMENTS

KOWLOON CRICKET CLUB.

GRAND PROMENADE CONCERT

TO BE GIVEN IN THE KOWLOON CRICKET CLUB ENCLOSURE, Austin Road, Kowloon, THIS EVENING (SATURDAY), 10th November, at 9 p.m.

Admission \$1. Tickets to be obtained from MEMBERS or at the GATES.

BEST LOCAL TALENT SECURED. Hongkong, 8th November, 1906. [2959]

AL FRESCO FETE

IN AID OF THE FUNDS OF THE SOCIETY OF ST. VINCENT DE PAUL

TO BE HELD IN THE Compound of the Roman Catholic Cathedral, TO-MORROW EVENING (SUNDAY), 11th November, 1906, from 3 p.m. to 11 p.m.

ADMISSION TICKET \$1, which is entitled to a Souvenir on its presentation at the Souvenir Pavilion on the evening of the Fete only.

The public is respectfully invited to inspect the various stalls from 2 to 7 p.m. on the 11th November, during which time Machado's String Band will be in attendance.

Tea and cakes will be served during the afternoon.

By kind permission of Lieut. Col. A. G. FRY and Officers of the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment) will play from 9 to 11 p.m.

TICKETS can be obtained from TO-DAY, at Messrs. GRACE & Co., Hongkong Hotel, and at the Roman Catholic Cathedral Compound on SUNDAY, the 11th November, from 9 a.m. to 7 p.m. and at the gate on the night of the Fete.

Hongkong, 1st November, 1906. [2921]

INSURANCES

MARINE INSURANCE.

I have This Day Established Myself in Shanghai as AVERAGE ADJUSTER and am prepared to undertake the Adjustment of General and Particular Average and other Claims.

Telegraphic and postal address: "WADMAN SHANGHAI," H. P. WADMAN, Corresponding Associates, Association of Average Adjusters, Great Britain.

Hongkong, 3rd November, 1906. [2938]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Agents.

Hongkong, 1st January, 1904. [29]

NORTH BRITISH AND MERCANTILE TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1905 £17,857,119.

I. AUTHORIZED CAPITAL... £1,000,000

SUBSCRIBED CAPITAL... 2,750,000

PAID-UP CAPITAL... 687,500 0 0

II. FUND... 3,385,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [311]

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Agents.

Hongkong, 13th August, 1905. [1585]

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE at "BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. P. W. WATTS, "Braeside," 20, Macdonnell Road.

Hongkong, 27th June, 1905. [43]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD.

Hongkong, 20th September 1905. [1751]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [1153]

NOTICES OF FIRMS

MITSU BISHI GOSHI-KWAISHA.

NOTICE.

DURING my Temporary Absence from this Port Mr. Y. SHIBUYA will take Charge of the Office of the above-named Company.

T. MATSUKI, Manager. Hongkong, 7th November, 1906. [2064]

NOTICE.

WE have Established Ourselves To-day under the Firm Name

ULDERUP & SCHLUTER, Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS.

T. P. ULDERUP, C. SCHLUTER, Office 1 & 2, Beaconsfield Arcade, Hongkong, 15th October, 1906. [1919]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership under the firm name of H. S. HOLMES & Co., Importers and Exporters at No. 35, Queen's Road Central, Hongkong, heretofore subsisting between H. S. HOLMES and LIM HUNT has This Day been dissolved as from the 18th day of October, 1906, and that from and after that date all liabilities incurred by the remaining Partner Mr. HOLMES will be for his own account, and will not concern the old firm. By mutual consent Mr. H. S. HOLMES is at liberty to do business under the old firm or in his own individual name, as he may think most advisable.

LIM HUNT, Hongkong, 8th November, 1906. [2065]

PUBLIC COMPANIES

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per Share free of tax for Account of the year ending 31st February, 1906, has been declared by the Directors of the above Company. It is payable on 2nd November at the CHINESE BANK OF INDIA, AUSTRALIA AND CHINA, and the Russo-CHINESE BANK at Tientsin and Shanghai.

SHEWAN, TOMES & Co., Agents. Hongkong, 1st November, 1906. [2947]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5987 for ONE HUNDRED SHARES numbered 37701 to 37800 inclusive, Fully Paid-up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong, before the 17th November, 1906, a New Certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 17th October, 1906. [1928]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 1611/1613 for SIXTY SHARES numbered 4637/4696 inclusive, Fully paid-up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 30th November, 1906, New Certificates for the said Shares will be issued and the old certificates will thereafter be held by the Company as Null and Void.

THOS. I. ROSE, Secretary. Hongkong, 31st October, 1906. [2907]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST.

THE SHARE CERTIFICATE No. 4630 for TWENTY-FIVE SHARES numbered 159026 to 159050, Fully Paid-Up, standing in the Register in the name of BENJAMIN ROBER BRANCH of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company before the 3rd December, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

SHEWAN, TOMES & Co., General Managers. Hongkong, 3rd November, 1906. [2938]

MITSU BISHI DOCKYARD AND ENGINE WORKS.

NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 222 feet

Length on Blocks... 14 "

Width of Entrance on Top... 93 "

Width of Entrance on Bottom... 83 "

Water on Blocks at Spring Tide... 34 "

DOCK NO. 1.

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 82 "

Width of Entrance on Bottom... 72 "

Water on Blocks at Spring Tide... 64 "

DOCK NO. 2.

Extreme Length... 371 feet

Length on Blocks... 361 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

1175

AUCTIONS

EXTRAORDINARY ART SALE BY PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 10th November, 1906, at 2.30 p.m., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A SUPERB COLLECTION OF JAPANESE GOLD DAMASCENE WARE,

GOLD CIGAR BOX, INCENSE BURNERS, INKSTANDS, FLOWER HOLDERS, BRASS CHESSES, SLEEVE LINKS and STUDS, NECKLACES, BUTTONS, HAIR PINS, &c., &c., &c.

N.B.—There has never been as important an exhibition of these wonderful Articles outside Japan and suitable for Xmas and New Year's presents.

On view from To-day. Catalogue will be issued. TERMS—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 8th November, 1906. [2063]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE, MR. GEO. P. LAMMERT will offer for Sale by Public Auction, On MONDAY, the 12th day of November, 1906, at 3 p.m., at the SALES ROOMS, Duddell Street, THE VALUABLE LEASEHOLD PROPERTY.

Known as No. 11, LOWER LASCAR ROW standing on the Piece or Parcel of Ground registered in the Land Office as the Remaining Portion of Section B of Island Lot No. 70.

The following are the Particulars:—All that Messuage or Tenement known as No. 11, LOWER LASCAR ROW standing on all that Piece or Parcel of Ground, situated in Victoria in the Colony of Hongkong, and registered in the Land Office as the Remaining Portion of Section B of Island Lot No. 70 held for the residue of a term of 75 years and for a further term of 24 years created therein by a Crown Lease and Indenture of Extension of Island Lot No. 70 respectively dated the 18th day of July 1845, and the 23rd day of March 1860. Subject to the payment of the due proportion of the annual Crown Rent and to the observance and performance of the Covenants and Conditions contained in the said Crown Lease and Indenture of Extension so far as they relate to the said premises.

Monthly rental \$36.00 exclusive of taxes. For Further Particulars and Conditions of Sale, apply to Messrs. BRUTTON & HETT, Solicitors for the Vendor, and to Mr. GEO. P. LAMMERT, Auctioneer.

Hongkong, 25th October, 1906. [1974]

FOR SALE

SALE OF H.M.S. "PHOENIX."

TENDERS for the Sale of the above Vessel as she lies all standing at KOWLOON COALING DOCK will be received by the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, up till Noon on the 9th November. The purchaser will be required to remove and break up the Vessel within a reasonable time, and will be called upon to deliver to the NAVAL YARD the Ship's Boilers and Anchors.

Intending purchasers can inspect the Vessel on and after the 17th inst., on application during Yard working hours.

The Highest Tender will not necessarily be accepted.

The Particulars of the Ship are as follows:—Steel Twin Screw Covered Steam of 187 feet length, 32' 6" beam, Displacement 10,670 tons, fitted with Vertical Triple Expansion Engines.

Further information and particulars as to sale to be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong.

Hongkong, 8th November, 1906. [2962]

FOR SALE.

3 WOODEN LIGHTERS,

Length 80' 9"

Breadth 24' 0"

Depth 9' 6"

Capacity 320 tons.

Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from C. E. WARREN & Co., 30, Des Voeux Road, Central, and HOO CHONG WOO & Co., 51 & 53, Connaught Road, Central.

Hongkong, 6th November, 1906. [2949]

FOR SALE OR HIRE.

STEAM LAUNCH 14 Tons Registered 62 feet long, in Very Good Condition.

Apply to—CARLOWITZ & Co., Hongkong, 2nd November, 1906. [2927]

FOR SALE, CHEAP.

ONE SET TRIPLE EXPANSION ENGINES with Shifting and Propeller Complete, in Good Order and Condition. Cylinders 22", 37" and 59" Stroke, 3 ft. 3 ins. Boilers, Murr and Hoggston, Glasgow. For full Particulars and Price, apply to—WILKS & JACK, Consulting Engineers, Victoria Buildings, Hongkong. Hongkong, 26th October, 1906. [1975]

FOR SALE.

AN EMPIRE TYPEWRITER, Second Hand. Inquiries to be addressed to—TYPEWRITER, Care of "Daily Press" Office. Hongkong, 9th November, 1906. [2069]

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London or the day of or preceding the Departure of the English Mails and Table of Yearly Approximate Averages FOR 31 YEARS.

FROM 1874 to 1904. Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.

TO LET

TO LET.

"DURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental. Apply to—SPANISH PROCURATION, Hongkong, 11th October, 1906. [1892]

TO LET.

OFFICES in King's Building and York Building. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE. FLATS in MORETON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st March, 1906. [1524]

TO LET—AT KOWLOON.

NO. 3, LYEEMOON VILLAS, A Fire-Roomed House with joint use of Tennis Court. Possession from 15th November next. Apply to—"LYEEMOON," Care of "Daily Press" Office

SHIPPING.

ARRIVALS.
Amico, German str., 771, N. Baltzer, 8th Nov.—Pakhoi 8th Nov. Pigs and General.—Jensen & Co.
ANDERSON RICKMERS, German str., 8th Nov. from Canton.
ARRATON, APCAR, British str., 2303, A. E. Geadles, 9th Nov.—Calcutta 24th October.
Penang, 3rd and 4th Nov. Singapore 2nd Nov. General.—David Sassoon & Co., Ltd.
CHILDAU, Norwegian str., 1102, H. Nielsen, 9th Nov.—Bangkok 1st Nov. General.—Nippon Yusen Kaisha.
CHIYUN, Chinese steamer, 9th November, from Canton.
CRANER, British str., 2330, W. E. Steele, 9th Nov.—Durban 12th October—Gibb, Livingston & Co.
DAKOTA, British steamer, 9th November, from Canton.
FORMOSA, British str., 2615, B. W. H. Snow, 9th Nov.—London 22nd Sept. and Singapore 2nd Nov. General.—P. & O. S. N. Co.
Frei, Norwegian str., 800, C. Wagle, 9th Nov.—Hankow 30th October. Rice.—Angard, Thorsen & Co.
HAITAN, British str., 1183, J. S. Beach, 9th Nov.—Coast Ports via Swatow 8th Nov. General.—Douglas Lapaik & Co.
HOLSTEIN, German steamer, 9th November, from Canton.
KICKLAND, British steamer, 9th November, from Canton.
MARIT, German str., 1163, J. Petersen, 9th Nov.—Haiphong 4th Nov. Coal and Pigs.—Jensen & Co.
MAHAN, M. str., Japanese str., 702, I. Sakurai, 9th Nov.—Tamsui 5th Nov. General.—Onaka Shoen Kaisha.
SIXIA, German str., 762, Knaeff, 9th Nov.—Amoy 8th Nov. Vermicelli.—Siemens & Co.
TAMING, British str., 1350, A. W. Osterbridge, 9th Nov.—Macao 6th Nov. General.—Butterfield & Swire.
THOLMA, Norwegian str., 1188, F. Jager, 8th Nov.—Samarang 25th Oct. General.—Sander, Weller & Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE
 Nov. 9th.
 None.

DEPARTURES.
 Nov. 9th.
SAN DOMINGO, Danish str., for Yokohama.
 Nov. 9th.
CLAYDON, British str., for Newcastle.
HONGKONG, British str., for Swatow.
KANZI MARU, Japanese str., for Swatow.
KOUN MARU, Japanese str., for Kobe.
PHI YEN, French str., for Hongkong.
REIN, Norwegian str., for Bangkok.
STANBARD, Norwegian str., for Saigon.
TINOSANG, British str., for Shanghai.
YUENSAU, British str., for Manila.

SHIPPING REPORTS.
 The German str. *Sexto* reports: Fine weather and N.E. winds.
 The British str. *Hilton* reports: Fresh northerly breeze and overcast.
 The British str. *Arcton* reports: Strong northerly wind and high sea from port to port.
 The British str. *Tuning* reports: Generally fine clear weather with moderate to strong N.E. monsoon and high sea.
 The British str. *Grady* reports: Fair weather until passing Singapore; thence up strong N. and N.E. winds, heavy head sea and constant rain.

VESSELS IN DOCK.

ARRIVED TUESDAY—*Chickai Maru*, *Serra Maru*.
KOWLOON DOCKS—*Sorsogon*, *Salvo*, *Monte*, *H.M.S. Taka*, *Mudawa*, *Burao*, *Anara*, *Empress of India*, *Dover*.
COMMONWEALTH DOCKS—*Higgins*, *Tuning*, *Tea*, *Tuning*.

INTIMATION

PERCY PIGOTT,
 SHIP AND FREIGHT BROKER,
 MELBOURNE, VICTORIA.

VESSELS CHARTERED AND FREIGHTS
 Arranged to any Port in the World.
 Sales of Steamers and Sailing Vessels effected.
 Telegraphic address: "PIGOTT," Melbourne.
 Watkins and A.B.C. Codes used.
 Postal address: Steamship Buildings, Collins Street, Melbourne. (170)

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

Captain J. S. Beach, will be despatched for the above Ports TO-MORROW, the 11th inst., at 10 A.M.

For Freight or Passage, apply to **DOUGLAS, LAPRAIK & CO.**, General Managers.

Hongkong, 7th November, 1906. [1954]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS," Captain Bourdon, will be despatched for the above Ports on or about MONDAY, 12th inst.

For Freight or Passage, apply to **U. DE CHAMPEAUX**, Agent.

Hongkong, 7th November, 1906. [19]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to Persian Gulf and India, also Barcelona, Valencia, Alicante, Algiers and Malaga.)

THE Steamship

"FISCHIA," Captain Dodero, will be despatched as above on TUESDAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to **CARLOWITZ & Co.**, Agents.

Hongkong, 3rd November, 1906. [4]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	E. P. Martin, R.N.E.	P. & O. S. N. Co.	About 7th inst.
LONDON & ANTWERP	MEIKONETHIRP	Brit. str.	—	—	—	About 15th inst.
LONDON &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 17th inst., at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	AUSTRIALIAN	Frean. str.	—	Barillon	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	SIAM	Dan. str.	—	—	MELCHERS & Co.	About end of Nov.
HAMBURG VIA STRAITS, &c.	ROON	Ger. str.	—	G. Meiners	MELCHERS & Co.	On 21st inst., at Noon.
HAMBURG, BREMEN & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.	Schonfeldt	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SITTONIA	Ger. str.	k.w.	Bresmer	HAMBURG-AMERIKA LINIE	On 30th inst.
NAPLES, HAVRE, BREMEN & HAMBURG	C. FERDI. LAEISZ	Ger. str.	k.w.	Meyerdiels	HAMBURG-AMERIKA LINIE	On 2nd Dec.
TRIESTE, &c. VIA SINGAPORE, &c.	ANAPOLIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th Dec.
ODessa	TRISTANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 14th Dec.
BOSTON & NEW YORK	PETRONIA	Rus. str.	—	D. Mistrorigo	SANDER, WIELER & Co.	On 29th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	GUARER	Brit. str.	—	—	MELCHERS & Co.	About 10th Dec.
NEW YORK	YEDDO	Brit. str.	—	Cowley	ARNHOLD, KARBURG & Co.	About 13th inst.
NEW YORK VIA SHANGHAI JAPAN, &c.	BRISGAVIA	Am. str.	—	—	SHEWAN, TOMES & Co.	About 10th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SAINT PATRICK	Brit. str.	—	—	DODWELL & Co., Ltd.	About 10th Dec.
VANCOUVER VIA SHANGHAI JAPAN, &c.	VERONA	Ger. str.	—	—	CARLOWITZ & Co.	About 17th Dec.
VICTORIA (B.C.) & TACOMA VIA JAPAN	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 22nd inst., at 4 P.M.
SOUTH AMERICAN PORTS VIA JAPAN	AMERICA	Am. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 23rd inst., at Noon.
SAN FRANCISCO VIA PORTS	THEMIST	Am. str.	—	T. P. Garlick	DODWELL & Co., Ltd.	On 27th inst.
AUSTRALIAN PORTS VIA MANILA	KASATO MARU	Jap. str.	—	W. E. C. S. Filmer	TOYO KISEN KAISHA	Middle of Dec.
AUSTRALIAN PORTS VIA MANILA	DAKOTAH	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 21st inst.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	TAIWAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
YOKOHAMA, KOBE & VLADIVOSTOK	WILHELM	Ger. str.	—	Obenauer	MELCHERS & Co.	On 13th inst., at Noon.
YOKOHAMA, KOBE & VLADIVOSTOK	FOREST	Brit. str.	—	McArthur	P. & O. S. N. Co.	About 9th inst.
YOKOHAMA, KOBE & VLADIVOSTOK	CANADIA	Brit. str.	—	B. W. H. Suer	MELCHERS & Co.	About 3rd Dec.
YOKOHAMA, KOBE & VLADIVOSTOK	TAIYAN	Dut. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA, KOBE & VLADIVOSTOK	ERNEST SIMONS	Frean. str.	—	Brouwers	JAVA-CHINA-JAPAN LINE	Tomorrow, at 10 A.M.
YOKOHAMA, KOBE & VLADIVOSTOK	ANDALUSIA	Ger. str.	k.w.	Spencer Wille	JARDINE, MATHESON & Co.	On 12th inst., at 4 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	DEVANIA	Brit. str.	—	Houison	MESSAGERIES MARITIMES	About 12th inst.
YOKOHAMA, KOBE & VLADIVOSTOK	P. H. LUTPOLD	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	On 13th inst., at 4 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	AMERICA	Ger. str.	k.w.	T. H. Hale, R.N.E.	MELCHERS & Co.	On 21st inst.
YOKOHAMA, KOBE & VLADIVOSTOK	MAHAN MARU	Jap. str.	—	H. Madsen	HAMBURG-AMERIKA LINIE	On 26th inst.
YOKOHAMA, KOBE & VLADIVOSTOK	FUKUSHU MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	On 12th inst., Daylight.
YOKOHAMA, KOBE & VLADIVOSTOK	KUICHOW	Brit. str.	1 m.	S. Ito	OSAKA SHOSHEN KAISHA	On 13th inst., Daylight.
YOKOHAMA, KOBE & VLADIVOSTOK	HAITAN	Brit. str.	2 h.	G. Hooker	OSAKA SHOSHEN KAISHA	On 14th inst., Daylight.
YOKOHAMA, KOBE & VLADIVOSTOK	ZAFIRO	Brit. str.	—	J. S. Beach	DOUGLAS LAPAIR & Co.	Today, at Noon.
YOKOHAMA, KOBE & VLADIVOSTOK	TEAN	Brit. str.	1 m.	E. Hodges	SHEWAN, TOMES & Co.	On 16th inst., at 4 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	LOONGSANG	Brit. str.	—	Sommerfeldt	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
YOKOHAMA, KOBE & VLADIVOSTOK	RUSSIAN	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & Co.	On 17th inst., at 3 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	HOUSANG	Brit. str.	—	B. Almond	JARDINE, MATHESON & Co.	On 14th inst., at 3 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	POURANG	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co.	On 14th inst., at 3 P.M.
YOKOHAMA, KOBE & VLADIVOSTOK	ISCHIA	Ital. str.	—	W. E. Saver	DAVID SASSOON & Co., Ltd.	On 13th inst., at Noon.
YOKOHAMA, KOBE & VLADIVOSTOK	ARRATON APCAR	Brit. str.	—	A. E. Geadles	CARLOWITZ & Co.	On 13th inst., at Noon.
YOKOHAMA, KOBE & VLADIVOSTOK	BRISGAVIA	Ger. str.	—	Dodero	—	—

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	Captain	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 10th Nov. Noon.
RUBI	2540	R. A. Bond	Manila	On 17th Nov. Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 3rd November, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "BRAEMAR" ... About 16th November

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 9th October, 1906. [19]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
SINGAPORE, SAMARANG and	"HOPSANG"	Saturday, 10th Nov., 3 P.M.
SOURARAYA	"HANGSANG"	Monday, 12th Nov., 4 P.M.
SHANGHAI	"FOOKSANG"	Tuesday, 13th Nov., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Friday, 16th Nov., 4 P.M.
MANILA		

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze.

For Freight or Passage, apply to **JARDINE, MATHESON & CO.**, General Managers.

Hongkong, 9th November, 1906. [18]

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, SINGAPORE, BANGKOK, SHANGHAI and GERMAN BALTIC PORTS	"SIAM"	About end of Nov.
YOKOHAMA, KOBE and	"CAMBODIA"	On or about 3rd Dec.
VLADIVOSTOK		
ODESSA	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 29th October, 1906. [1357]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 27th November.
PLEIADES	3,753	F. G. Farrington	About 29th December.
LYRA	4,417	W. Williams	On 29th December.
SHAWMUT	9,606	E. Y. Roberts	On 30th January.
HYADES	3,753	J. Alton	On 30th January.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures tidiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 29th October, 1906. [7]

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RUENANIA," "HAMBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SILVIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first-class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardsess carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI).

HOHENSTAUFEN ... Capt. Jager ... 2nd December

SILVIA ... Capt. Balle ... 1st February

SCANDIA ... Capt. v. Doehren ... 1st February

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, DEN SUZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RUENANIA ... Capt. v. Hoff ... 14th December

HOHENSTAUFEN ... Capt. Jager ... 11th January

SILVIA ... Capt. Balle ... 8th February

SCANDIA ... Capt. v. Doehren ... 22nd March

HAMBURG ... Capt. Filler ... 5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ... 13th November

FOR SHANGHAI, KOBE & YOKOHAMA ... 26th November

FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd December

FOR SHANGHAI, KOBE & YOKOHAMA ... 15th December

FOR SHANGHAI, KOBE & YOKOHAMA ... 29th December

NEXT SAILINGS HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ... On 13th Nov., at 4 P.M.

For Steamer of the Coast Service Marked † to SIEMSEN & Co. [12]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"AUSTRALIEN."

Captain Barillon, will be despatched for MARSEILLES, on TUESDAY, the 13th November, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. *Sydney*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NILE Capt. E. P. Martin, R.N.R.	About 7th November	Freight and Passage.
YOKOHAMA via SHANGHAI, HANKOW and KOBE	FORMOSA Capt. B. W. H. Snow	About 9th November	Freight and Passage.
SHANGHAI	DEVANHA Capt. T. H. Hida, R.N.R.	About 16th November	Freight and Passage.
LONDON, &c., via USUAL PORTS OF CALL	DELTA Capt. C. L. Daniel	Noon, 17th November	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 5th November, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO, and TIENTSIN	"KUEICHO"	On 16th November.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 12th November.
MANILA	"TEAN"	On 14th November.
KOBE	"TSINAN"	On 14th November.

* The attention of Passengers is directed to the superior accommodation offered by these

steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified

Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other

Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND

AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 7th November, 1906.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMULU via SWATOW	"MASAN MARU"	TUESDAY, 13th Nov.
* ANPING via SWATOW AND AMOI	"FUKUSHU MARU"	WEDNESDAY, 14th Nov. at DAYLIGHT.
POOCHOW via SWATOW AND AMOI	"QUARTA"	MONDAY, 12th Nov. at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and

are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office,

at Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th November, 1906.

T. ARIKA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 FIRST AND £42 SECOND SALOON,

TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY 21st November
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	2nd January
SEIDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
ONEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
YORK	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May

ON WEDNESDAY, the 21st day of NOVEMBER, 1906, at Noon, the Steamship
"ROON," Captain G. Meiners, with MALES, PASSENGERS, SPECIE and CARGO,

will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 19th Nov. Cargo and

Specie will be received on Board until 5 P.M. on TUESDAY, the 20th Nov. and Parcels

will be received at the Agency's Office until Noon, on TUESDAY, the 20th Nov.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA AND GIBRALTAR return 281 0 0 242 0 0 222 0 0

TO SOUTHAMPTON, LONDON, BREMEN return 91 0 0 63 0 0 33 0 0

AND HAMBURG return 65 0 0 44 0 0 24 0 0

TO NEW YORK via SUEZ return 97 0 0 66 0 0 36 0 0

* VIA NAPLES, GENOA OR GIBRALTAR return 64 0 0 44 0 0 26 0 0

* VIA BREMEN OR SOUTHAMPTON, return 115 0 0 79 0 0 42 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and

travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,

GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers'

expense.

* TO NEW YORK via SUEZ: Passengers have the option of using a Steamer of the British India S. N. Co., from

SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean

Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer

from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	TONS	SAILING DATES
WILHELM	4763 tons	TUESDAY, 13th Nov.
PRINZ SIGISMUND	3302 tons	TUESDAY, 11th Dec.
SANDAKAN	1793 tons	TUESDAY, 8th Jan.

ON TUESDAY, the 13th NOVEMBER, at Noon, the Steamship WILHELM,

Captain Obenauer, with Mails, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class 1st Class 2nd Class

TO MANILA ... \$50.00 \$30.00 \$20.00 return \$80.00 \$50.00

TO NEW GUINEA ... \$24.00 \$18.00 \$12.00 return \$42.00 \$27.00

TO BRISBANE ... \$24.00 \$18.00 \$12.00 return \$42.00 \$27.00

TO SYDNEY ... \$24.00 \$18.00 \$12.00 return \$42.00 \$27.00

TO MELBOURNE ... \$24.00 \$18.00 \$12.00 return \$42.00 \$27.00

TO YOKOHAMA ... \$80.00 \$50.00 \$40.00 return \$120.00 \$70.00

TO KOBE ... \$80.00 \$50.00 \$40.00 return \$120.00 \$70.00

TO YOKOHAMA and back from KOBE ... \$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE via AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237.0 0 0

TO EUROPE via AUSTRALIA AND AMERICA 96.0 0 0

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San

Francisco by the O. & O.S.S. Co.'s steamers, and from New York to Europe by the Magnificent

Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD ... Wednesday, 21st Nov.

KOBE & YOKOHAMA ... PRINZ SIGISMUND ... Wednesday, 21st Nov.

SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH ... Wednesday, 5th Dec.

KOBE & YOKOHAMA ... PRINZ EITEL FRIEDRICH ... Wednesday, 5th Dec.

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co.,

T. K. K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton 1st Class 232.0 0 0

To Bremen 63.0 0 0

To Paris via Cherbourg 65.0 0 0

To Naples, Genoa via Gibraltar 65.0 0 0

Passage money payable in local currency at current sight Bank rates of Exchange on the

day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" Tons Reg. 10,911, ON MARCH 13TH.
CAPT. CH. POLACK."PRINZ LUDWIG" Tons Reg. 10,500, ON MARCH 27TH.
CAPT. VON BINZER.CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

[1905]

CANADIAN PACIFIC RAILWAY.

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, 22nd Nov.	10th Dec.
"ATHENIAN"	3,882	WEDNESDAY, 24th Nov.	22nd Dec.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 29th Dec.	7th Jan.
"MONTEAGLE"	6,163	WEDNESDAY, 30th Dec.	19th Jan.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamship,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence & 2nd, via New York & 3rd.

Intermediate on Steamers ... £40, " " £42.

and 1st Class Railways ...

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry International

passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China

and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

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BOVRIL

Is the Cook's best friend.

No Cook can afford to be with-
out Bovril. An appetising and
nutritious soup is quickly made
by the use of Bovril and it renders
Curries and all made dishes
palatable and strengthening.

1570-3

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE,"

Will be despatched for the above Ports on or

about the 15th November, and will be followed

by the Steamship

"PLINTSHIRE,"

On or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 17th October, 1906. [1884]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"

Captain C. L. Daniel, carrying 11,

Majesty's Mails, will be despatched from this Port

on SATURDAY, the 17th November

at Noon, taking passengers and cargo for the

above ports in connection with the Company's

s.s. *Moltre*, 3,829 tons, from Colombo.

Passengers' accommodation in which vessel is

secured before departure from Hongkong.

Silk and Valuable all cargo for France, and

Ten for London (under arrangement) will be

transhipped at Colombo into the mail steamer

proceeding direct to Marseilles and London;

other cargo for London, &c., will be conveyed

from Bombay by the R.M.S. *Macedonia*, due in

London on 23rd December.

Parcels will be received at this Office until

4 P.M. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 5th November, 1906. [1]

DAMPFSCHIFFS-BEHÖDEREI "UNION"

ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"VERONA,"

Captain Dobronz, will be despatched for the

above Port on or about MONDAY, the 17th

December.

For Freight, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 5th November, 1906. [2043]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST.

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs-

Service. Author of "The Mystic

Flower Land," etc.).

THE REFORM MOVEMENT IN CHINA.

The travelling commissioners have not been long in making their impressions felt at Peking. A short time ago their recommendations led to the edict promising the introduction of financial and administrative reforms, and holding out the hope of the grant of constitutional government. Now another decree has been published ordering the abolition of the use of opium within ten years, and commanding the Council of State to devise regulations for giving effect to the prohibition. That the reform party in China should be anxious to stamp out the opium vice is not surprising. Its ravages extend far and wide among the people, as well as among the officials, and it is a source of serious loss to the Government. The abolition of the opium trade in China will, of course, involve serious loss to India, where a large portion of the drug is obtained. The declarations of Mr. Morley on the question show, however, that the present Government will be ready to accept measures restricting the importation, provided that the Chinese authorities prove themselves to be earnest by their actions as well as their edicts. But the larger portion of the opium consumed in China is now grown in that country, and in view of the difficulties involved in eradicating a deeply-rooted practice and the present hostility to all foreign interests in China, it is impossible to avoid the suspicion that interested parties may turn the anti-opium agitation into a movement for arresting the importation from abroad for the advantage of the native growers.

The value of the new imperial edict will depend on the nature of the measures which the Council of State may draw up, and, above all, on the manner in which they may be executed. Without some change in the character and spirit of the official class it is hard to see how the edict is to produce much real improvement. The success of the reform movement in China, in fact, is bound up with the progress of the general movement of reform, of which it is an example and a result. There is no doubt that since the bitter lessons of 1900 progressive ideas have been gaining an increasing hold on the minds of the Emperor-Dowager and her entourage. But desire for reform does not imply capacity to give effect to the desire. During the last few years numerous decrees have been issued, aiming at the introduction of modern education, at the establishment of a new national army, and of a new system of police, and at the initiation of reforms in the chaotic currency system, and the barbarous and antiquated legal procedure of the empire. But so far there has been little to show for all the edicts, decrees, and proposals of reform. Changes have been made only on paper, or else when actual results have been achieved they can be traced to the efforts of a few vigorous individuals, not to any general improvement in the system of administration, or in the character of the official class. The difficulties in the way of real reform are enormous. Nearly all the officials in power are men trained in the ancient system of education and thought of late some have spent a few months in Japan the period has not been sufficient to remove the ignorance and prejudices of the past, and the only effect has been to fill their minds with a confused medley of new ideas, and to develop a dangerous belief in their infallibility. The absence of public spirit, and the prevalence of corruption all through the official class constitute a more serious obstacle than lack of knowledge or training, and render the prospect of any widely-extended system of reform remote at present. The extension of the telegraph is bringing the government into closer touch with many parts of the Empire, but the vastness of the country, the absence of rapid communication, the long-established tradition of provincial independence, and the strength of local feeling still impose formidable restrictions on the control of the Peking authorities, and the application of any reform that may be decreed must depend on the character and abilities of the officials in each district and province.

It is impossible, therefore, not to feel sceptical as to the success of an organized movement of reform directed from the centre. But the new attitude of the Chinese Court is important, inasmuch as it encourages progressive officials in the provinces to attempt measures of reform and development in the territories under their authority, while the weakness of central control at least from the paralysis of influence is entrenched at Peking. The success achieved in different directions by the two great Viceroy Yuan Shi-Kai of Chi-li and Chang-Chih-ling of Hupel and Hunan, suggests that reform may perhaps first develop as a provincial movement. Both Viceroy have shown themselves ready to make use of men trained abroad and to consult foreign advisers. Both have trained and organized troops on modern lines, and have established military academies, arsenals, and hospitals. Both have set up a system of new schools, where an attempt is being made to teach Chinese in a practical way, to give instruction in western subjects and to inculcate national and military feeling by drill and patriotic teaching. The creation of colleges for teachers and for agriculture and industry, of new police forces, the improvement of the conditions of the towns, and some attempts at least to simplify and purify the methods of administration, are other examples of their reforming zeal. These developments which have sprung into being during the last year or two, and which secured an immense stimulus from the late war, undoubtedly constitute a striking advance on the conditions of old China. Many would have been deemed incredible six years ago. On the other hand, it is also true that much of the improvement is on the surface, and that it is often marred by serious defects, which are usually by traced to failings in the character of those entrusted with their execution. These failings are, of course, the inevitable result of the long stagnation of the empire, which could not fail to produce moral as well as intellectual lethargy. Time alone can show how far the spirit of the official class will be improved by the introduction of young and vigorous men trained in Japanese methods, and by the influence which the growing sentiment of patriotism, and the enlarged outlook produced by the new education may be expected to exercise on the Chinese mind in general.

At any rate the hope of reform in China seems to depend on the success of the reforms now being begun in individual provinces. Their effect will not be confined to the limits within which they are applied. Every improvement in one province is an incentive and example to officials in other parts of the empire and to the central government. They also have an important educational effect on the people, stimulating the growing spirit of self-reliance, and concentrating vagaries of opinion on definite objects. At present officials often manipulate social reforms for their own advantage. But, the influence of the late war, of the many Japanese in China, of the new students and of native press is producing a temper in the nation which may compel the official class to change its methods. Otherwise a dangerous handle would be given to the anti-dynastic party which is plotting, especially in the south, for the overthrow of the present regime.

THE PARABLE OF THE NUTS.

GERMAN THOUGHT OF BRITAIN AND THE REDUCTION OF ARMAMENTS.
BY AN ENGLISH RESIDENT IN GERMANY.

The eyes of all German Imperialists are fixed with a peculiar intensity of interest upon Great Britain just now. Needless to say the apparently set purpose of this country to diminish its defensive and offensive land and sea power is accepted—with hardly concealed satisfaction—as a further indication of that decline in national vigour which German political standards have for some time included in their calculations for the future.

I cannot better suggest the picture which we present to this penetrating people at the moment than by quoting the recent observation of a German friend—a man whose words are sometimes echoed in the future—during some remarks on the future influence of arbitration and the limitation of armaments, in whose account certain well-known Britons have been acting in the retrenchment policy of the present Government.

"England must please herself although we cannot view without some apprehension a growing weakness which, with the certainty of a natural law, must ultimately produce displacement of power and consequently international disturbance. You have your Navy? Certainly, but see, my friend, in precisely the same way does a nut possess its shell, but if the kernel of the nut is withered and shrunk the resisting power of the unsupportable shell is very materially reduced. So with a nation. Nothing seems clearer to a close student of your race than that your navy is covering a withering and shrinking vitality and vigour both of body and mind. And I ask you to consider of the result if two nuts—one whose kernel is sound, the other decayed—are crushed together in the strong grip of war."

"As for your leagues of peace and international arbitrations are as the cracking of thorns beneath a foot. They can never abolish war, for in the society of nations interests are so interwoven that the arbitrator states a never be impartial. Therefore, we Germans, hold with your Lord Bacon, that wars are 'the highest trials of right.' National existence is dependent on power, and Bismarck spoke for Germany to all time when he said, 'the only healthy basis for a great state is national selfishness, and not romantic idealism. Not by speeches and resolutions of a majority are great questions decided, but by blood and iron.' So Germany my friend is determined to rely for her greatness on blood and iron and not on beautiful sentiments and foreign investments. The shell of the German nut shall be strong and hard, but behind that the sound kernel of a resolute and vigorous race."

Again, another very pregnant remark was made to me by a German merchant prince who has identified himself very closely with the colonial movement.

"Do not you, Englishmen," he said, "ever stop to consider what egotisms you are when you talk about leagues for the preservation of international peace, now that you have got all the territory you can possibly want? But you must be very simple egotists as well if you believe that such beautiful sentiments will cause Germany to rest satisfied with the fact that while England has practically all the colonies in the world, Germany has none."

We shall better appreciate the significance of such utterances if we realize that the foundation of Germany's political life is the "Macht recht vor Recht." "Might is better than Right," and so long as one powerful nation in the community of nations adheres to this faith it would be the height of folly for any other race or people to omit it from their defensive calculations.

Moreover, such a creed has too much historical foundation for us to ignore it. As a young German, with the characteristic scholarship of his race, put it to me: "Neither right nor chance, but the instinct and the will of expansion, supported by might have created nations out of tribes and empires out of nations. By the right of the stronger, only, England herself has become a power of her enormous Empire. By the right of the stronger the Hohenzollerns—a power within a family, who came to the throne of Prussia with a handful of retainers a few centuries ago, have created modern Germany. To might all states owe the title of their possessions, and by might only can their possessions be retained."

And here, touching the question of the maintenance of armaments, let me mention an argument which I have heard in the mouths of responsible Germans of high standing among their fellows, for it is an argument which ruthlessly exposes the ostensible fallacy of estimating national economic progress without any comparative reference to that of commercial competitors and possible foes. Now, Germany, when dealing with the question of armaments, as a force of quelling Bismarck's dictum, the effect that "it is true that great armies are a great burden, but by our armaments we are able to conduct a kind of warfare with other nations, in which we give blows with our own whips." On this text they argue that their wealth increases they are enabled to employ a portion of it in the increase of armaments to very great advantage, not only in national protection, but in warding off the resources of their competitors. The game of empire they play is a costly one; it is like bidding at an auction, and the richest wins. "Either," say they, "by the continuance of expenditures on armaments, we compel our rivals to pursue the same course or to retire from the contest." That Great Britain is beginning to flinch from the burden of the contest, and that she is in any degree inspired by a genuine humanitarianism at the present moment—that, in fact, she is, in a comparative sense, on the down grade both economically and physically—is the firm conviction of every keenly interested Teuton.

Speaking as one who is familiar with the economic conditions of both countries equally well, I am not inclined to contest the validity of their argument. If these rational conditions continue as they exist at the present moment, it is a moral certainty that in process of time Germany, who was never curbed by an evil genius in the shape of a Toulon Cobden, must become top dog. For in Great Britain as a result of Mr. Cobden's brilliant ideas, Free trade has depopulated the country districts, ruined our agriculture, and driven 10,000,000 British workers, with several millions of our national capital, out of Great Britain into protective countries.

Through "the blessing of Free Trade" our industries have become partly stationary, partly retrogressive, partly decadent; and our population, which in the days of our prosperity used to grow faster than that of any other country, is gradually becoming stationary, while that of Germany in spite of her inferior industrial resources, in spite of conscription, is rapidly growing under the "blighting influence of Protection." For "the supply of men is determined by the demand for men." And thus, while Great Britain, with a world-wide Empire to supply with men and women, can only add every year 4,000,000 to her population, mostly pauper and unemployed, Germany adds something like a million prosperous workers to hers. While the general prosperity of the German race, under

protection, is stimulating national self-confidence, vigour, and push, our once mainly British race, babbling of free trade shibboleths, is degenerating into a puny, sickly, ill-nourished, stunted, incapable, and unhappy slum proletariat. Bringing therefore, his penetrating intellect to bear upon this picture of comparative national evolution, the German has deduced therefrom a conclusion scientifically irrefutable that in these rival conditions lies the most desirable solution of his greatest problem. For he argues thus: "As soon as the moral and material decay at present visible in the British race enables us to wrest from it the command of the sea we shall have no difficulty in creating the Greater Germany we require." And as showing the deep saturation of these ideas there are not wanting sage and thinking Germans who go so far in their speculation as to say—

"Under Germany, the British Colonies, and even Great Britain herself, with her matchless resources properly developed could in a few years be made marvelously prosperous by a sensible administration, the enforcement of discipline on the German model, by the development of her natural resources, and, above all, by the protection of her industries. A German administration of Great Britain would care nothing for the cheap applause of the electorate, but would adopt a policy which, however unpopular at first, would give to the workers a real advantage instead of imaginary and superficial ones."

The record of unthoughtful facts is quite sufficient to show the course of policy with regard to this country upon which Germany has set her eye, and no professions or mottoes of sympathy and regard on the part of Germany or ourselves can alter or explain away these facts. Germany is not only preparing with feverish haste for a naval struggle with Great Britain, but meantime is endeavoring to weaken this country by fostering ill-feeling between ourselves and others, and by undermining our economic strength.

The tension, therefore, between the two nations is bound to increase to the breaking point unless Germany shows by deeds, not words, that she means to steer her political ship in another direction. At present she dominates the continent, but if her frontiers become further extended, her military, naval, and industrial power might become irresistible.

Let me quote my first friend once more. "I am unable," he observed, somewhat pungently, "to understand British ill-will towards Germany. You deliberately choose physical and economic decadence in the interests of Free Trade and German commerce, and you complain if we increase more greatly in wealth and power than you. It would be just as logical, my friend, to quarrel with the operation of a natural law."

THE ANGLO-INDIAN.

A home correspondent of the *Rangoon Gazette* writes: "There is no more miserable being on earth than the retired Anglo-Indian. Once his 'occupation's gone' the Mofussil Othello is at a loss for something to do with himself. His more or less strenuous existence on East has made him unfit for the pleasured enjoyment which his friends at home seem to derive from the 'otium cum dignitate' of his retired life. He himself, as it is dignified to gather from his conversations, derives from old age nothing but irritation; he complains of the leisure, and denies the existence of any dignity whatever. Certainly he is a much less important person in England than in Rangoon, where social status is dependent on the amount of red-tape controlled by the ambitious aspirant to the 'honorary' of such a slip of north-country station society. The Anglo-Indian not even out his finger without the whole of his little world pouring a flattering unctious of assumed sympathy on the gratified hurt. Here, he might commit suicide in the most striking and un-expected manner possible without reaping the reward of more than a brief paragraph in an obscure paper. Nobody in England cares for him, for he has no social reminiscences, and a story, which when he was the D. C. of the district, would have sent the assistant commissioner into uncontrollable fits of laughter, changes the effect that it produces with the change of the atmosphere in which it is produced. Moreover, it is only in the East that anecdote of big-game shooting and any acceptance. In a land where most sportsmen are professional liars, stories which combine the guile of Nimrod with the bluntness of Ananias are looked upon with no disfavour. England, however, is a sceptical clime, and it is one of the grievances of the Anglo-Indian that this scepticism throws him back on his other meagre conversational resources, which give him but a feeble assistance. 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